

AIRCRAFT IN THE LOCAL AREA

C-130:

The C-130 has 4 turboprop engines. It measures 100' in length and has a 133' wingspan. It is painted tactical gray which makes it difficult to see. Two anti-collision strobe lights (one on the top and one on the bottom of the fuselage) are illuminated anytime the aircraft is airborne. Forward visibility both up and down is excellent. The C-130 has VHF, UHF, FM, and HF communications capability. Pattern and approach speeds are approximately 120-160 KIAS. C-130s will often perform local training missions as low as 300' AGL and up to 2,000' MSL, at speeds up to 250 KIAS (both day and night). Mission training is mostly to Coyle Drop Zone, which is collocated with the Coyle VORTAC in NJ. See and avoid!



*****WARNING***WARNING***WARNING*****

Strong wake turbulence and difficult to see paint scheme.

UH-60:

The UH-60 is a four-bladed, twin-engine, medium-lift utility helicopter. It measures 65' in length and has a 54' wingspan. It flies at a top speed of 193 KIAS and cruises at 120 KIAS. The Army UH-60s are painted helo drab green; this can make them difficult to see. The UH-60s typically fly between 50' and 1,500' AGL.



NEED HELP OR MORE INFO?

166 AW Safety Office: (302) 323-3522
 New Castle Airport Ops: (302) 229-6315
 Tower: (302) 324-0273

CONTACT: CTAF/UNICOM FREQ: 126.0

For TRSA service, please see the AIM for details.



New Castle Area Mid-Air Collision Avoidance (MACA) Program Informational Trifold



166th Airlift Wing

**New Castle Airport and Delaware ANG
 New Castle, Delaware
 November 2018**

This product has been coordinated with the 166th Operations Group, the FAA, New Castle County Airport, and the Delaware Army National Guard.

Transient Traffic:

New Castle Airport (KILG) is also home to many corporate and general aviation aircraft. Police, news, and medical helicopter traffic frequent the airspace due to the proximity of the I-95 corridor and nearby Christiana Hospital. Please be aware of this additional traffic potential. Additionally, large military aircraft (C-17s) may be seen transiting to/from Dover AFB, approximately 34 nautical miles to the south of KILG.



INTRODUCTION

Mid-Air collisions are an area of great concern in aviation safety. They are unlike other types of aircraft accidents in that almost 50 percent of all cases result in at least one death. The purpose of this pamphlet is to assist you in safely flying the skies around New Castle and to enhance your awareness of local military flight operations. Military and civilian flying in this area can be very busy with many different types of aircraft. Locally-based military aircraft consist of Air National Guard cargo aircraft (C-130s) and Army National Guard helicopters (UH-60s). Missions for these aircraft include low-level flying, airdrops, practice instrument approaches, and hoist training. YOU can help reduce the risk of mid-air collisions by vigilantly applying the See and Avoid concept, "clearing" on the radios, and avoiding potential conflict areas by conducting thorough pre-flight planning. The information provided depicts locally based aircraft, traffic patterns, training areas, aircraft descriptions, and contact information.

If you have any problems or encounter a situation that you feel is a safety concern, please don't hesitate to contact the 166th AW Safety Office at (302) 323-3522 or New Castle Airport Operations at (302) 229-6315. You may also direct any questions, comments, or requests to the following mailing address or e-mail address:

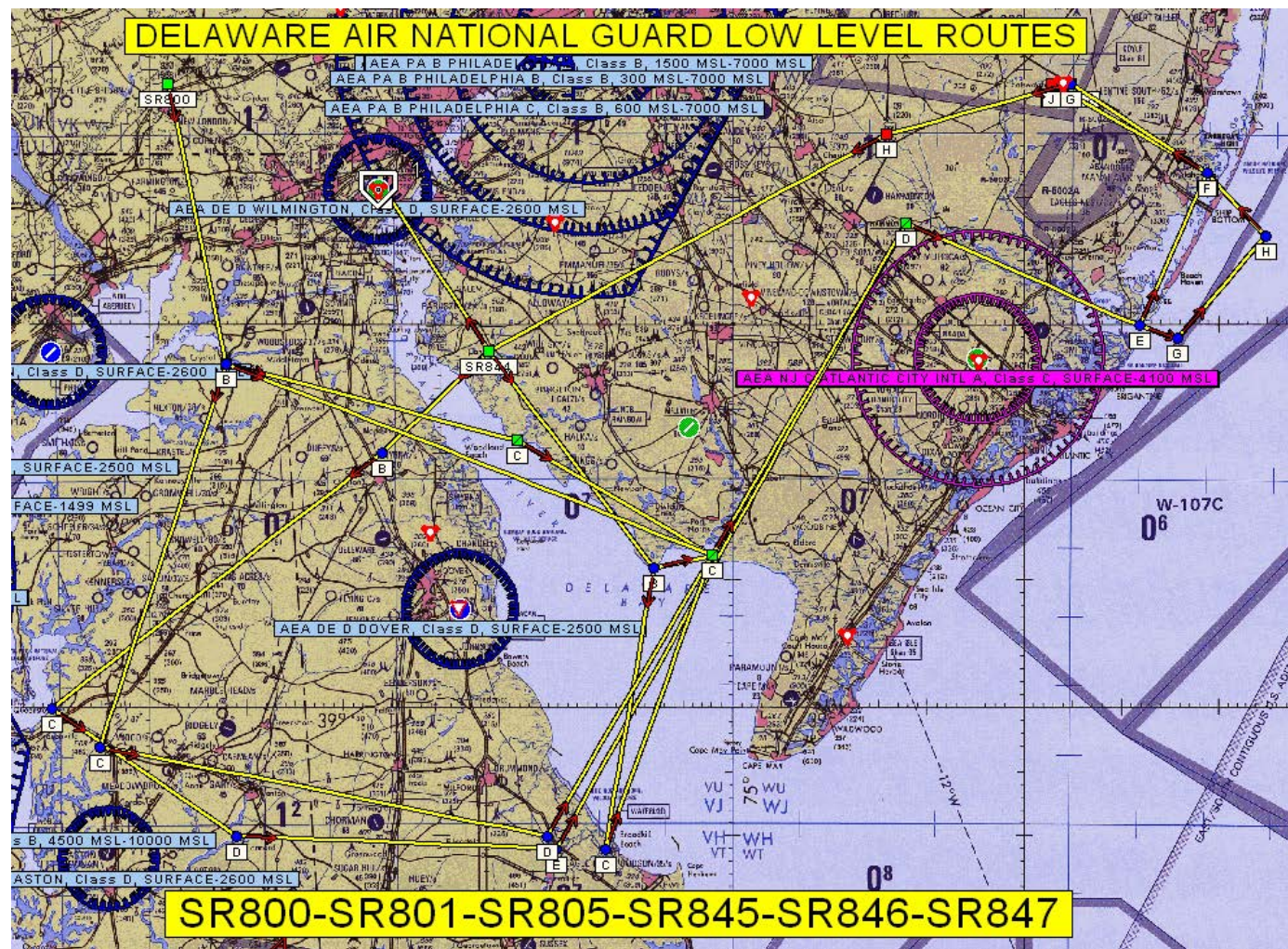
166 AW/SE
2600 Spruance Drive
New Castle, DE 19720

166th Airlift Wing Safety Office E-mail:
usaf.de.166-aw.list.se-safety@mail.mil

Thank you for your interest and fly safe!

AIRSPACE

The New Castle Class D surface area is locally defined as that airspace within a 5 nautical mile radius from the geographical center of New Castle Airport. The vertical limits extend from the surface up to and including 2,600' MSL. To the northeast, you also must be aware of the Philadelphia Class B airspace and operate in accordance with FAA regulations.



AIRPORT OPERATIONS

Tactical VFR recoveries are normally conducted when returning as a formation to KILG. This recovery requires an overhead or downwind approach with all aircraft using the entire length of the runway for stopping. The C-130, and especially a large formation of C-130s, leaves a great deal of prop wash in the vicinity of the runway, so beware of the wake turbulence. Formation departures are also conducted. All aircraft will be in position on the runway prior to any aircraft taking off. Formation lengths can vary from approximately 1 mile to over 5 miles long for larger formations. C-130s may also be seen in the traffic pattern accomplishing training utilizing Night Vision Goggles. Often times, this training may require non-standard aircraft and/or runway lighting.

TACTICAL OPERATIONS

The 166th AW conducts tactical low level training. This training is conducted on low level routes in MD, DE, NJ, and southeast PA. Aircraft depart NCCA generally at 2,000' MSL and 180-200 KIAS. The en route altitude varies from 300' AGL to 3,000' MSL depending on the particular leg of flight. The route is continued until arriving at the Coyle Drop Zone (at the Coyle VORTAC near Atlantic City) at which time they will slow to to complete their airdrops. After the drops, the aircraft will either recover at Atlantic City using a tactical recovery or return to NCCA. Throughout these tactical VFR missions, C-130 aircraft will be monitoring the appropriate traffic advisory VHF frequency. The chart above shows some of the low level routes used by the 166th AW.